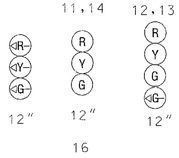
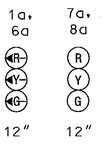
MD 175 (ANNAPOLIS ROAD) IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION.

EXISTING SIGNALS TO BE UNBAGGED

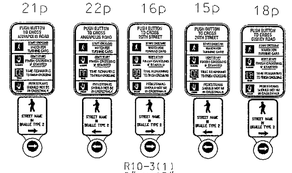
EXISTING SIGNALS



PROPOSED SIGNALS ON TEMP. SPAN SPAN WIRE



EXISTING SIGNS TO BE BAGGED



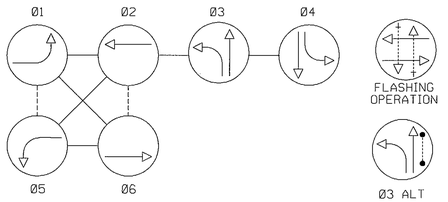
PUSHBUTTON SIGN NUMBERS INDICATE THE ASSOCIATED PEDESTRIAN SIGNAL HEAD NUMBERS

EXISTING SIGNS TO BE RELOCATED AND UNBAGGED

EXISTING SIGNS

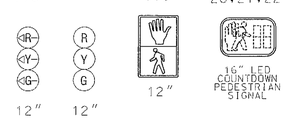
ASSOCIATED SIGN ASSEMBLIES

NEMA PHASING



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

EXISTING SIGNALS TO BE BAGGED



GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
2. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, AND THE HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS TO MEET CLEARANCES AS SPECIFIED IN MD STD. 816.03. MD STD. 818.01. MD 818.02. AND MD STD. 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
3. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC AND SAFETY.
5. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK, AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.
6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE UNUSED CABLES FROM THE EXISTING HANDHOLES AND CONDUIT UTILIZED FOR REVISION 'D'.
7. THE CONTACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND FOR PROPERLY LABELING EACH CABLE.
8. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
9. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON. NOT CENTER TO CENTER OF POLE.
10. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
11. FOR TEMPORARY PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLANS. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD SHA STANDARDS.
12. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

STORM DRAIN
GAS MAIN
WATER MAIN
SEWER MAIN
ELECTRIC CABLES
AERIAL CABLES
TELEPHONE CABLES
FIBER-OPTIC

MOT PHASE 3 NOTES

1. SIGNAL-RELATED WORK IN THIS CONSTRUCTION PHASE WILL INVOLVE THE INSTALLATION OF HANDHOLE AND CONDUIT FOR INTERCONNECT AND NON-INVASIVE PROBES TO THE WEST.
2. EXISTING WIRING FROM PHASE 2B SHALL BE CONNECTED TO EXISTING PEDESTRIAN EQUIPMENT TO PROVIDE PEDESTRIAN CROSSING ON THE EAST LEG OF THE INTERSECTION.

CONSTRUCTION DETAILS

A. REPOSITION SIGNAL HEADS ON MAST ARM TO ALIGN WITH NEW MD 175 LANE LINE CONFIGURATION.
B. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
C. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED.
D. INSTALL ELECTRICAL HANDHOLE.
E. INSTALL TEMPORARY SPAN WIRE AND SIGNAL HEADS (#1a, #6a, #7a & #8a).
F. BAG TRAFFIC SIGNALS #1, #6, #7 AND #8.
G. REPOSITION AND REALIGN VIDEO DETECTION CAMERA.
H. TEMPORARY CROSSWALK (SEE TRAFFIC CONTROL PLANS)
J. BAG EXISTING PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN.
K. DISCONNECT WIRING FROM EXISTING PEDESTRIAN SIGNAL #16 AND ROTATE SIGNAL HEAD TO THE REQUIRED ALIGNMENT FOR THE EAST LEG CROSSWALK. RECONNECT PEDESTRIAN SIGNAL #16 USING WIRING COILED IN THE ADJACENT HANDHOLE "L".
L. USE WIRING COLIED IN THIS HANDHOLE TO CONNECT EXISTING PEDESTRIAN SIGNAL #16 AND THE RELOCATED PUSH-BUTTON EQUIPMENT #20p.
M. TEMPORARY STOP LINE (SEE TRAFFIC CONTROL PLANS).
N. TEMPORARILY RELOCATE PUSHBUTTON AND SIGN #20p FOR THE EAST LEG CROSSING FROM THIS POLE TO THE PEDESTAL POLE IN THE SOUTHEAST QUADRANT. CONNECT PUSHBUTTON EQUIPMENT #20p USING WIRING FROM ADJACENT HANDHOLE "L". RELOCATE (AND BAG) PUSHBUTTON AND SIGN #16p TO THIS POLE. DO NOT CONNECT PUSHBUTTON EQUIPMENT #16p. BAG PEDESTRIAN SIGNAL #20.
O. UNBAG EXISTING PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN.

PHASE 3

CENTURY ENGINEERING
CONSULTING ENGINEERS - PLANNERS
10710 GILROY ROAD
HUNT VALLEY, MD 21031
REVISION 'D' 23299.36

APPROVALS

TEAM LEADER — ORIGINAL ON FILE
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS

D BRAC RECONSTRUCT TRAFFIC SIGNAL SHA #: AA580250 10/2010 TIMS NO. J-963 DDR
ENB
C 1/24/97 ASBUILT SHA#: BW860802512
RRZ
B 2/9/96 10/21/96 REDESIGN SIGNAL DUE TO GEOMETIC CHANGES SHA#: BW860802512
RRZ

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 175 (ANNAPOLIS ROAD) AT 26TH STREET/DISNEY ROAD)
FORT MEADE, MD

MOT PHASE 3 - TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 4/26/1984 CONTRACT NO. AA 797-501-585

DESIGNED BY MICKEY CORNELIUS COUNTY ANNE ARUNDEL
DRAWN BY MICKEY CORNELIUS LOGMILE 02017507.10
CHECKED BY TIMS NO.
F.A.P. NO. TOD NO.

TS NO. 1959D3 DRAWING SG-13.3 OF 26 SHEET NO. 133 OF 195

PLOTTED: Wednesday, October 20, 2010 AT 05:22 PM
FILE: S:\2009\Transportation\23299.36 BRAC-MD175 @ MD 713 & Disney\CADD\ACAD SheetSets\pSG-MOT3_MD175Disney.dgn

BY: bostic -